no way impacts the traditional jurisdictional lines under which our Committees have operated, especially with regard to the Transportation and Infrastructure Committee's exclusive jurisdiction over the facilities and Equipment Account.

Finally, I would ask that a copy of our exchange of letters on this matter be placed in the Record during consideration of the bill on the Floor. Thank you for your cooperation and assistance on this matter.

With warm personal regards, I am Sincerely,

BUD SHUSTER, Chairman.

Mr. GORDON. Mr. Speaker, I yield back the balance of my time.

Mr. SENSENBRENNER. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. GOODLATTE). The question is on the motion offered by the gentleman from Wisconsin (Mr. SENSENBRENNER) that the House suspend the rules and concur in the Senate amendments to H.R. 1271.

The question was taken; and (twothirds having voted in favor thereof) the rules were suspended and the Senate amendments were concurred in.

A motion to reconsider was laid on the table.

ISSUING CERTIFICATE OF DOCU-MENTATION FOR VESSEL PRINCE NOVA

Mr. LOBIONDO. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the Senate bill (S. 1349) to authorize the Secretary of Transportation to issue a certificate of documentation with appropriate endorsement for employment in the coastwise trade for the vessel Prince Nova, and for other purposes, and ask for its immediate consideration in the House.

The Clerk read the title of the Senate bill.

The SPEAKER pro tempore. Is there objection to request of the gentleman from New Jersey?

Mr. CLEMENT. Mr. Speaker, reserving the right to object, I yield to the gentleman from New Jersey (Mr. LOBIONDO) to explain his unanimous consent request.

Mr. LOBIONDO. Mr. Speaker, this bill authorizes the Secretary of Transportation to issue a certificate of documentation for employment in the coastwise trade for the vessel Prince Nova. The owner operates an auto and ferry service across Long Island Sound between Long Island Sound, New York, and New London, Connecticut.

The company plans to purchase the ferry Prince Nova to improve and expand its ferry service. With an upgraded ferry service, the owner will be better able to meet the growing transportation demands of the Long Islands region. Allowing the Prince Nova to operate in the Long Island Sound will benefit transportation needs in the region as well as foster economic growth and job.

This bill has already been approved by the House as part of H.R. 2204, the Coast Guard Authorization Act of 1997; and the House approved H.R. 2204 on October 21, 1997, by voice vote.

Mr. Speaker, I want to commend the efforts of our colleague, Congresswoman Nancy JOHNSON, for her leadership in bringing this important matter to our attention; and I urge my colleagues to support this bill.

leagues to support this bill.

Mr. CLEMENT. Mr. Speaker, I support S. 1349, a bill to authorize the Secretary of Transportation to issue a certificate of documentation to the vessel Prince Nova for employment in the coastwise trade of the United States.

Mr. Speaker, this is identical to the waiver of the Prince Nova that was included in the Coast Guard Authorization Act of 1996, when it passed the House on October 21, 1997. Unfortunately, the Senate has not acted on that authorization act.

The Prince Nova is going to be purchased by the Cross Sound Ferry Service, a family-owned business providing ferry service across the Long Island Sound between Orient Point, Long Island, New York, and New London, Connecticut.

This waiver is needed since the Prince Nova was built in Canada. However, in order to upgrade the vessel and meet U.S. Coast Guard requirements, the Cross Sound Ferry Service is going to have to spend over \$4.2 million in a U.S. shipyard.

Mr. Speaker, ferry services are an integral portion to many of our urban transportation systems. Enactment of S. 1349 will allow the ferry service between New London, Connecticut, and Long Island, New York, to grow and flourish into the next millennium.

This bill is supported by the governor of Connecticut, Governor John Roland, and the Connecticut delegation.

Mrs. JOHNSON of Connecticut. Mr. Speaker, I rise to support this legislation which is so important to the transportation system in my home State of Connecticut. Simply stated, this bill would permit the documentation of a Canadian-built ferry under the U.S. flag as a replacement vessel for essential ferry service in Connecticut. Because of the importance of this service, Governor John Rowland of Connecticut has urged our favorable consideration of this measure.

Cross Sound Ferry Services, Inc., a privately-owned, non-subsidized ferry service in New London, would like to improve existing passenger ferry service across Long Island Sound by acquiring the Canadian ferry PRINCE NOVA. The prohibitive cost of the new construction and the lack of suitable U.S.built ferries on the market necessitate this purchase. Cross Sound plans to spend well in excess of three times the purchase price for the PRINCE NOVA to upgrade the vessel in a U.S. shipyard. This upgrade is needed both to meet strict Coast Guard safety standards and to modernize the vessel. Cross Sound needs this legislative waiver to document the ferry under the U.S. flag.

Granting a coastwise waiver for this vessel will create the following economic, job creation, and transportation benefits for Connecticut, other New England states, and Long Is-

This waiver will result in 24 new merchant mariner jobs and 11 additional positions related to the vessel's operations.

The bill's requirement to spend not less than \$4.2 million will create 17 much-needed new shipyard jobs at the Thames shipyard in New London, as well as increased purchasing of goods and services.

Unlike other ferry operations providing comparable service, Cross Sound will provide this service without the need for public funds or subsidies.

With an upgraded ferry service through the acquisition of this replacement vessel, Cross Sound will be better able to adequately meet the growing transportation demands of the New England region as documented in numerous transportation studies.

In addition to realizing these benefits, enactment of this legislation is needed as soon as possible to avoid very unusual transactional costs associated with any delay related to the purchase, including (1) the outlay of periodic option deposits to retain the right to purchase the vessel, (2) winter lay up charges if the vessel is not moved to the U.S., and (3) the loss of revenue if shipyard work for compliance with Coast Guard safety standards and other vessel upgrades is delayed.

A similar waiver was included in H.R. 2204, the Coast Guard Authorization Act, passed by the House in the First Session of this Congress. Consequently, the substance of this bill is without controversy and objection. Therefore, I am pleased that we are to take up S. 1349 and for the reasons I have stated urge its adoption at this time.

Mr. CLEMENT. Mr. Speaker, I withdraw my reservation of objection.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New Jersey?

There was no objection.

The Clerk read the Senate bill, as follows:

S. 1349

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. DOCUMENTATION OF THE VESSEL PRINCE NOVA.

- (a) DOCUMENTATION AUTHORIZED.—Notwithstanding section 27 of the Merchant Marine Act, 1920 (46 U.S.C. App. 883), section 8 of the Act of June 19, 1886 (24 Stat. 81, chapter 421; 46 U.S.C. App. 289), and section 12106 of title 46, United States Code, the Secretary of Transportation may issue a certificate of documentation with appropriate endorsement for employment in the coastwise trade for the vessel PRINCE NOVA (Canadian registration number 320804)
- (b) EXPIRATION OF CERTIFICATE.—A certificate of documentation issued for the vessel under subsection (a) shall expire unless—
- (1) the vessel undergoes conversion, reconstruction, repair, rebuilding, or retrofitting in a shipyard located in the United States;
- (2) the cost of that conversion, reconstruction, repair, rebuilding, or retrofitting is not less than the greater of—
- (A) 3 times the purchase value of the vessel before the conversion, reconstruction, repair, rebuilding, or retrofitting; or

(B) \$4,200,000; and

(3) not less than an average of \$1,000,000 is spent annually in a shipyard located in the United States for conversion, reconstruction, repair, rebuilding, or retrofitting of the vessel until the total amount of the cost required under paragraph (2) is spent.

The Senate bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

SUNDRY MESSAGES FROM THE PRESIDENT

Sundry messages in writing from the President of the United States were communicated to the House by Mr. Sherman Williams, one of his secretaries.

SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 7, 1997, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Pennsylvania (Mr. GEKAS) is recognized for 5 minutes.

(Mr. GEKAS addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

□ 1515

DEFERRALS OF BUDGETARY RESOURCES—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES

The SPEAKER pro tempore (Mr. PEASE) laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, without objection, referred to the Committee on Appropriations and ordered to be printed:

To the Congress of the United States:

In accordance with the Congressional Budget and Impoundment Control Act of 1974, I herewith report eight new deferrals of budgetary resources, totaling \$4.8 billion.

These deferrals affect programs of the Department of State, the Social Security Administration, and International Security Assistance.

WILLIAM J. CLINTON. THE WHITE HOUSE, *February 3, 1998.*

TRIBUTE TO THE HONORABLE RONALD V. DELLUMS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 7, 1997, the gentleman from Missouri (Mr. SKELTON) is recognized for 60 minutes as the designee of the minority leader.

Mr. SKELTON. Mr. Speaker, it is with mixed feelings that I address the House today and preside over this special order. On the one hand, we honor a truly outstanding American and Member of this body. On the other hand, he will be leaving as a Member of the United States House of Representatives on February 6. It is with that as a prelude that I precede my remarks.

I might also say, Mr. Speaker, that we had intended to take this special order up at 5 o'clock this evening, and there are those who are still traveling back to Washington from their districts that I know would wish to be a

part of this. Hopefully they will submit their statements for the RECORD at a later time

Mr. Speaker, in the early and middle years of the 1800s, there was a giant of an orator who spoke in this body and also spoke in the other body, the United States Senate. His name, of course, was Daniel Webster. I doubt if anyone has been measured to his status or his level until my friend RON DELLUMS, who is one of the finest orators of our day, and, I think, of any day and time in this body, came along.

A few years ago, after a very interesting debate, a young page approached me outside the chamber and remarked that Congressman DELLUMS was undoubtedly the finest speaker in the House of Representatives, to which I agreed with the young gentleman's observations.

As our colleague and good friend RoN DELLUMS prepares to close this chapter of his life, 27 years as a Member of Congress, I would like to say a few words about the man and about the legacy.

He is one of those rarities, a native who was born in Oakland, California. He served in the Marine Corps, used the GI Bill to go to college, and worked as a psychiatric social worker, a skill he put to good use here years later in this Congress.

How would I describe him? First, he is a friend. He is a teacher, he is a role model. He is also a man of passion, of eloquence, and of intelligence, as anyone who has observed him in countless House debates knows so very well.

He has a liberal badge that he wears with honor, and has been a leading figure in that part of the Democratic Party for over a generation. He demonstrated his courage on several occasions, of his convictions, and he used his position and status as a Member of Congress to draw public attention to an issue he considered important.

I believe it was Speaker NEWT GING-RICH who once described RON DELLUMS as the "Conscience of Congress."

RON DELLUMS's accomplishments in the Committee on National Security, formerly known as the House Armed Services Committee, and here in Congress are numerous. He was the first African-American to serve on the House Armed Services Committee in 1973. He was the first to serve as a subcommittee chairman, which was Military Construction, from 1983 to 1989. He was the first to serve as the Chairman of the full committee, from 1993 to 1995.

He has been a longtime opponent of large defense expenditures. At the same time he has always supported, always supported, those measures designed to improve the welfare of the men and women who served our Nation in uniform, as well as their families.

He worked closely with the former Secretary of Defense, Bill Perry, to promote procurement and reform legislation, which passed, Mr. Speaker, with bipartisan support in 1994.

Maybe his most significant accomplishment in Congress occurred with the Anti-Apartheid Act of 1986, which prohibited new investment in South Africa. It capped a 15-year effort on his part and passed with overwhelming support as a result of his persistence. Less than 10 years later, in 1994, he traveled to South Africa and witnessed the inauguration of Nelson Mandela as President of South Africa.

RON DELLUMS can take justifiable credit for having been a leader on that issue in Congress and having contributed to the remarkable and positive outcome in South Africa.

But as part of his legacy here in Congress and on the committee on which I serve, RON DELLUMS conducted himself in exemplary fashion, with fairness, I will repeat, with fairness; with integrity, I will repeat, with integrity; and, of course, with the highest of dignity.

As both Chairman and ranking member of the committee, he was committed to the democratic process. Yes, he had strong views about many issues the committee dealt with, arms control, defense spending, individual weapons systems, and many, many more, but he was scrupulously fair, to ensure that all points of view were heard and were considered, so that no one, no Member was shut out of the democratic process, whether it be in committee or here on the floor of the House.

While Congressman DELLUMS took his responsibilities seriously as a Member of this body, as Chairman of the House Armed Services Committee and as ranking member of the House Committee on National Security, he maintained a down-to-earth attitude about himself. He remained a friend; approachable and bright. When asked for advice, he gave it; when asked for friendship, he gave it.

Congressman DELLUMS can take great satisfaction that he leaves this body, this Congress of the United States, having made a difference, a major difference.

□ 1530

We can also have the knowledge that he leaves many friends here. We hope he will maintain contact with each of us. We wish him and his family health. We wish them happiness and success. We wish them the very, very best in the days and years ahead. I am proud to call him my friend, I am proud to call him my colleague. We will miss him.

I yield to the gentleman from Virginia (Mr. SISISKY).

Mr. SISISKY. Mr. Speaker, it is difficult to say everything in my heart about RON DELLUMS. However, I must follow up on my colleague from Missouri concerning a speech that Mr. DELLUMS gave concerning apartheid in South Africa. It has been my custom when I do not know how I am going to vote on a subject, I come to the floor, not in front of the television set, but come to the floor to see how Members really conduct themselves. I am one of the oldest Members in the House of Representatives, I believe, so I can say